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into accidents to passengers, accidents to travellers on the highway, and accidents to employees. Under the chapter devoted to passengers first comes a discussion of who is a passenger, then of accidents while the passenger is boarding the car, while he is on the car, while he is alighting, in that order.

Considerable space is given to the subject of evidence and damages.

By one who handles many street railway accident cases the book will be found admirably adapted to his purposes.

M. G. R.

THE INTERSTATE COMMERCE ACT AND FEDERAL ANTI-TRUST LAWS, INCLUDING THE SHERMAN ACT; THE ACT CREATING THE BUREAU OF CORPORATIONS; THE ELKINS ACT; THE ACT TO EXPEDITE SUITS IN THE FEDERAL COURTS; ACTS RELATING TO TELEGRAPH, MILITARY, AND POST ROADS; ACTS AFFECTING EQUIPMENT OF CARS AND LOCOMOTIVES OF CARRIERS ENGAGED IN INTER-STATE COMMERCE, WITH ALL AMENDMENTS. WITH COMMENTS AND AUTHORITIES. By WILLIAM L. SNYDER, of the New York Bar. Pp. i–xxviii+1–380. New York: Baker, Voorhis & Company. 1904.

This book gives the text of the acts enumerated in its title, together with comments upon them. The comments are summaries of the leading cases in which these acts were passed upon by the courts. Very concise summaries they are, clear and not at all technical, so that it can well be used by a student of constitutional law, however little special legal training he may have had.

The most recent decisions are embodied in the work, not pasted in as an addenda, but so correlated with the older cases as to show the unity and development of the law through the merger decision and the Bureau of Corporations. And it goes even further, including such suggestions as have been made to make more effective the present laws. *P. D.*